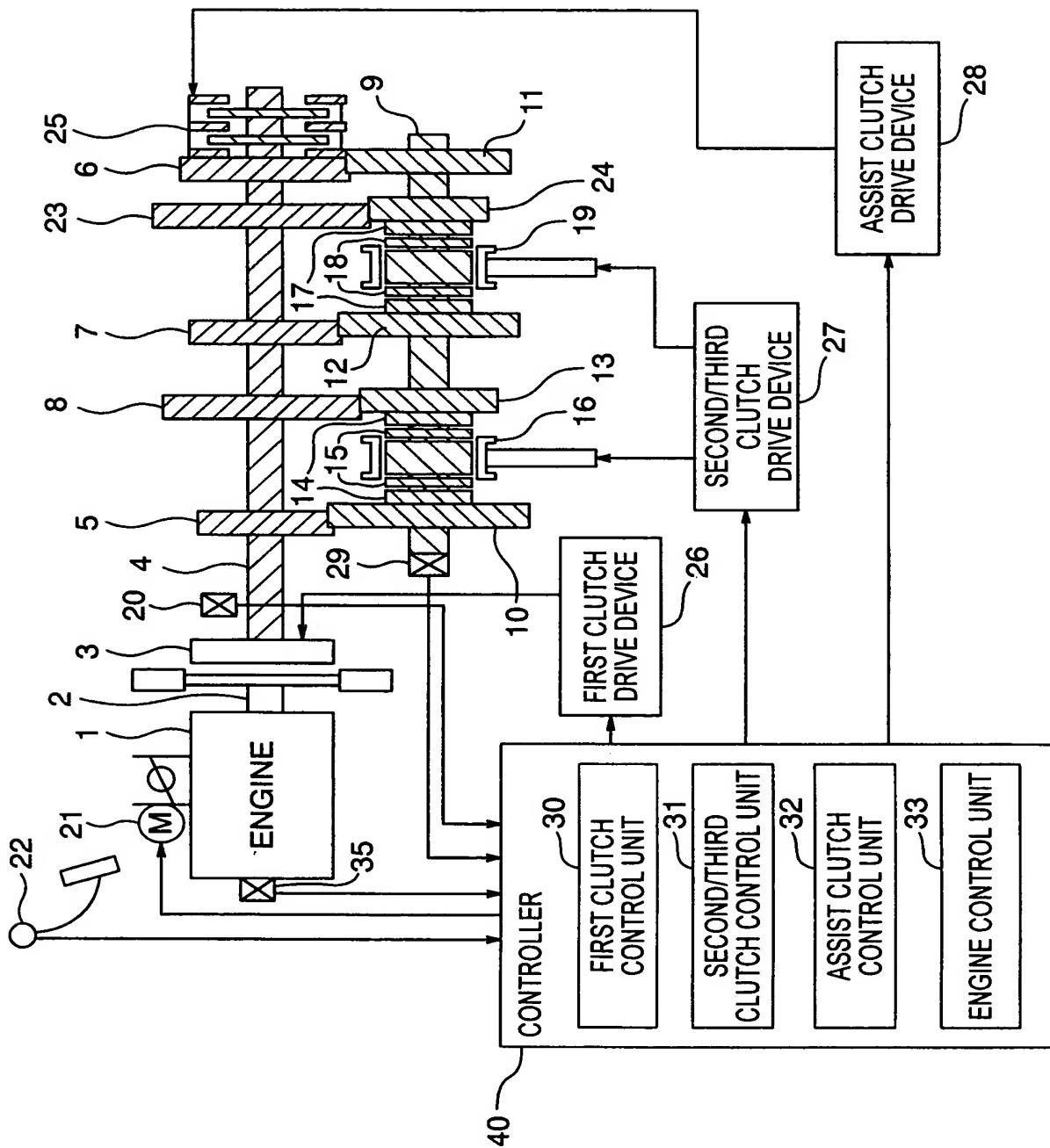


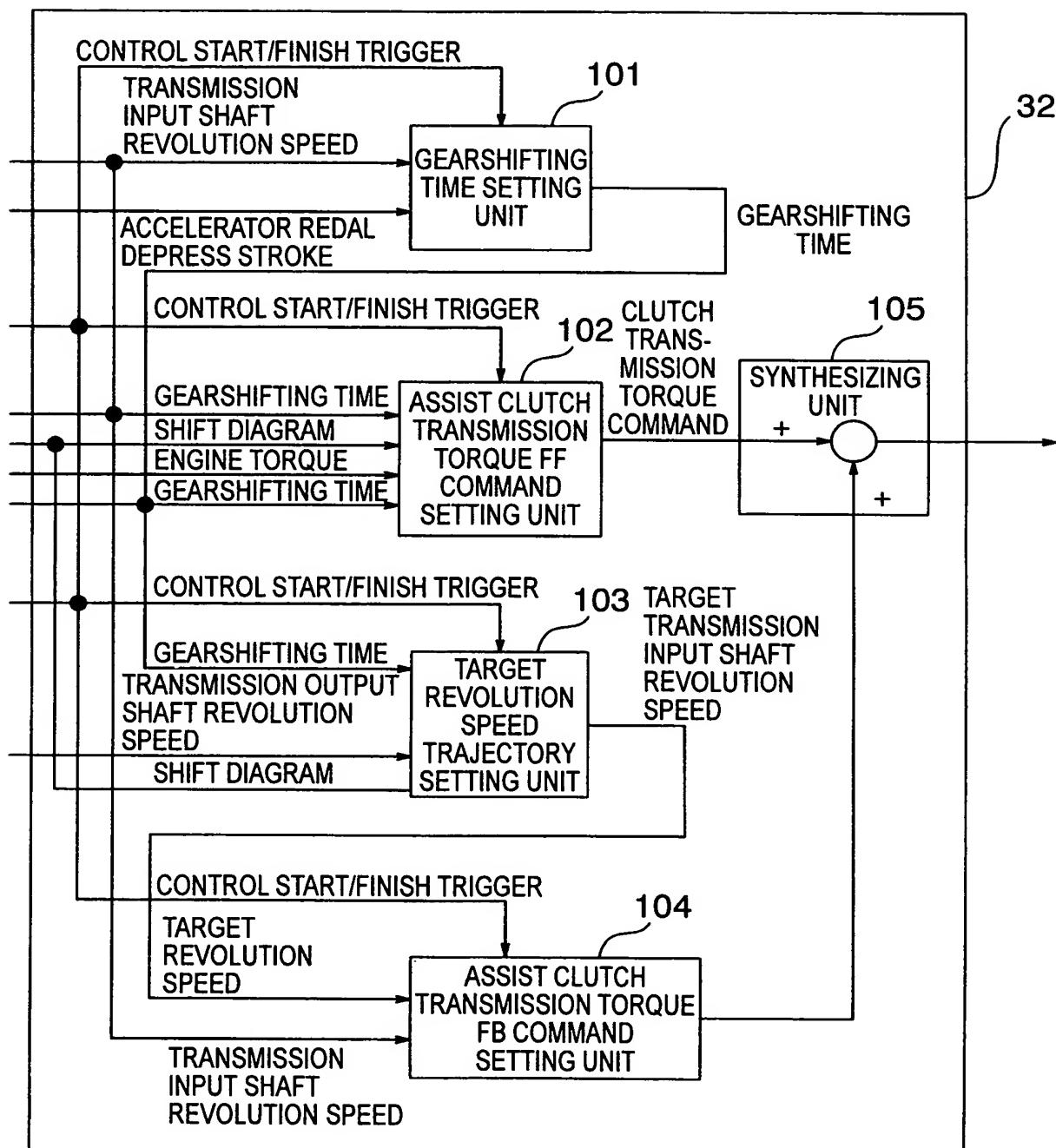
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FIG. 1



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FIG. 2



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FIG. 3

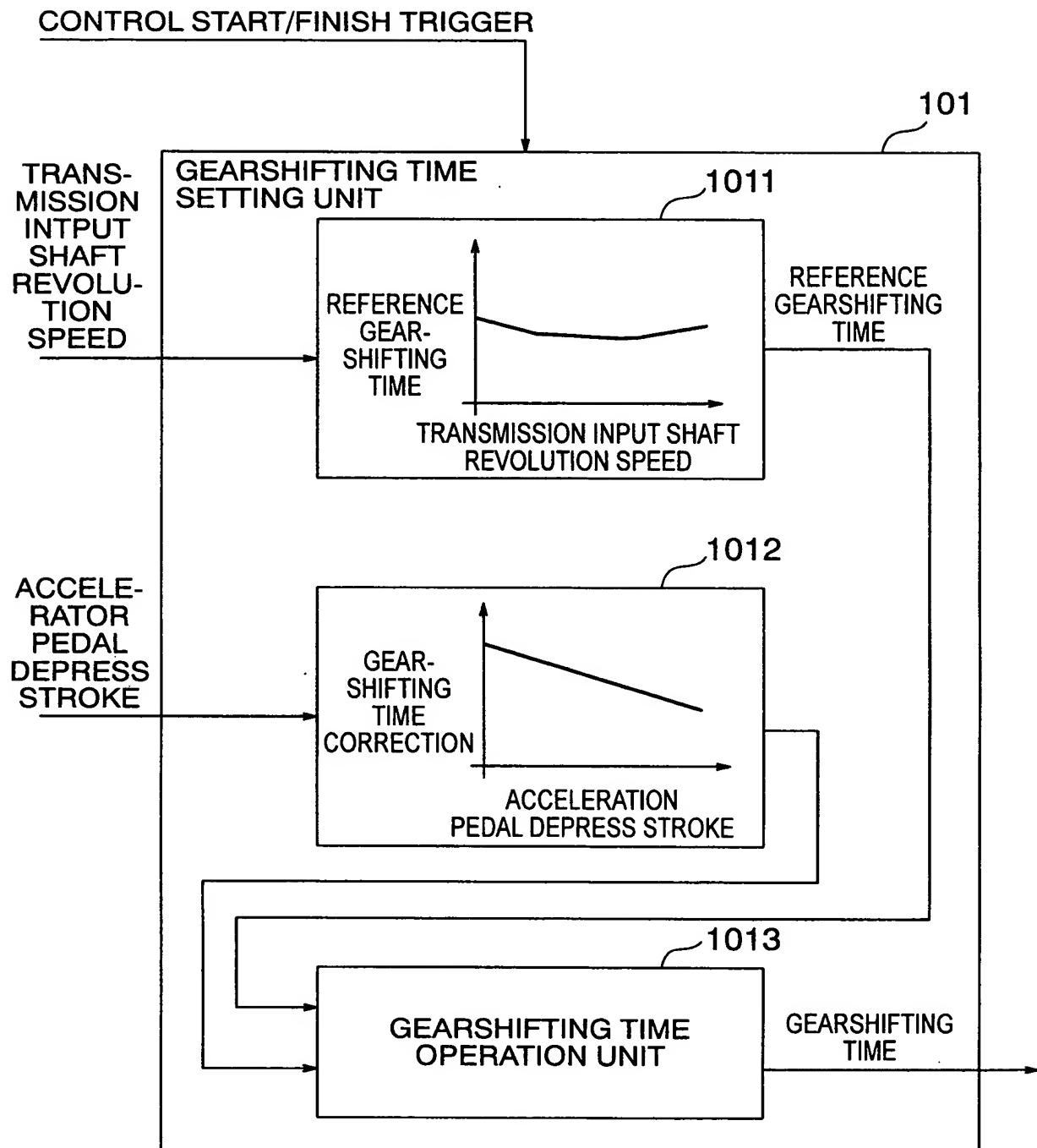


FIG. 4

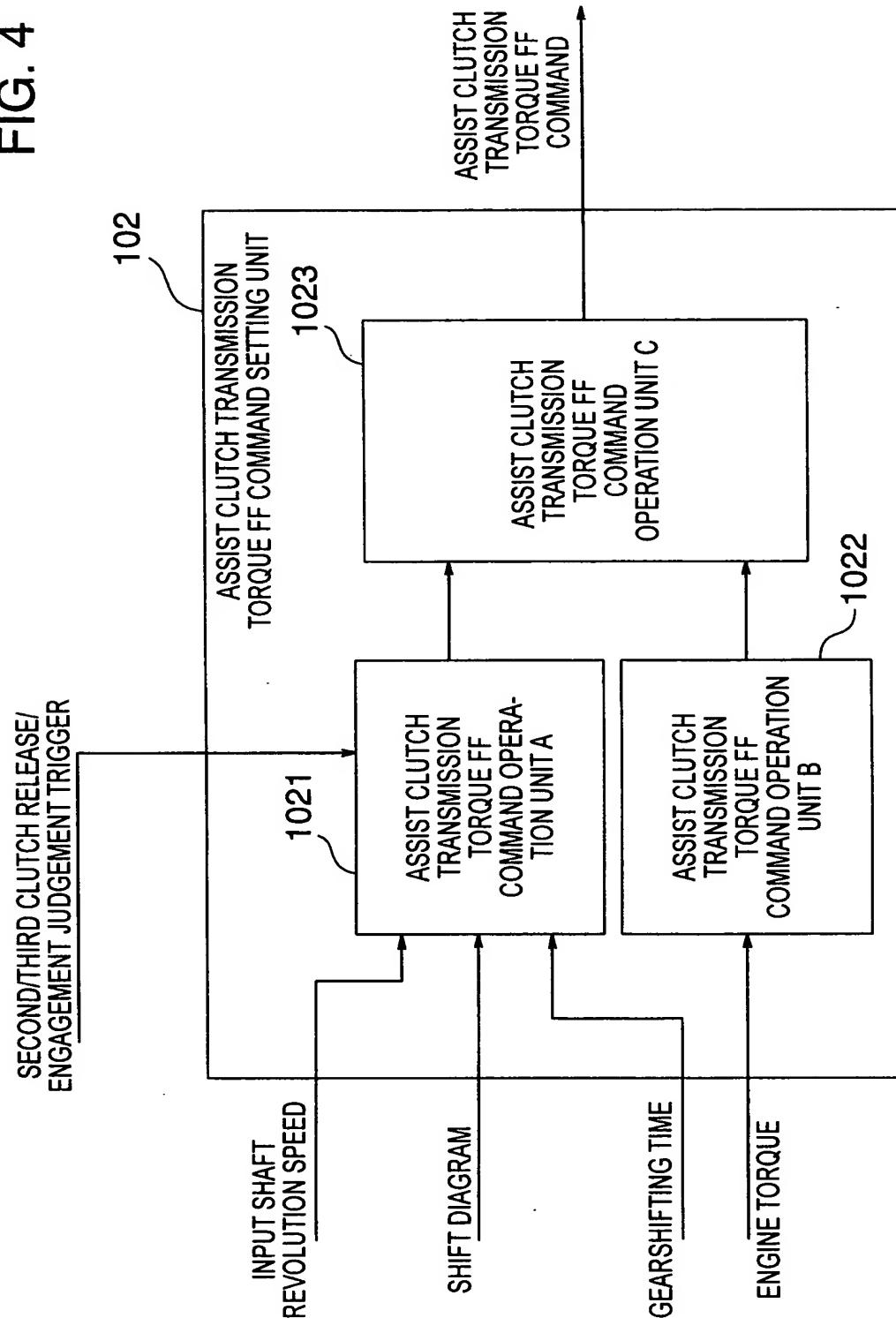
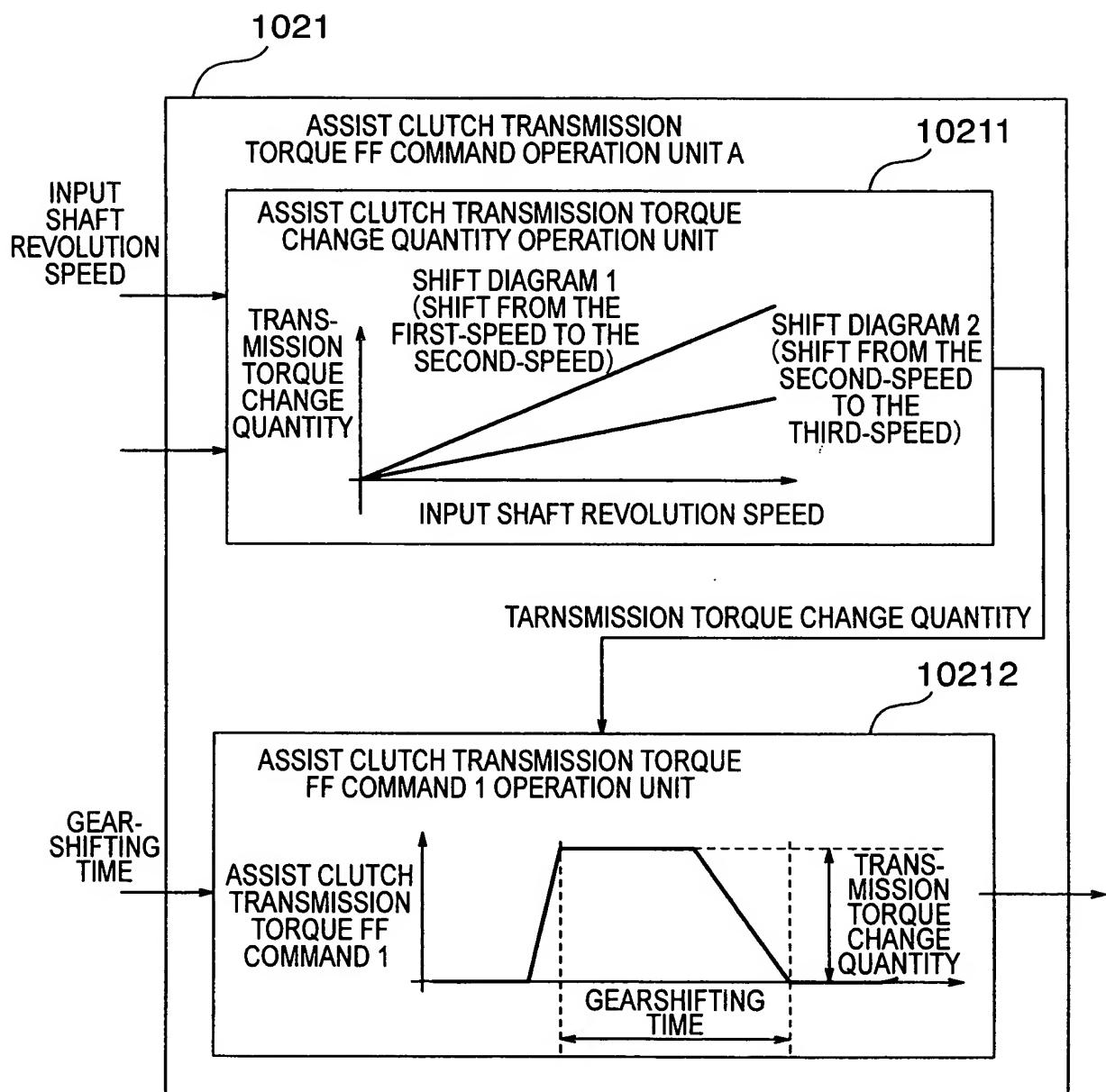


FIG. 5



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FIG. 6

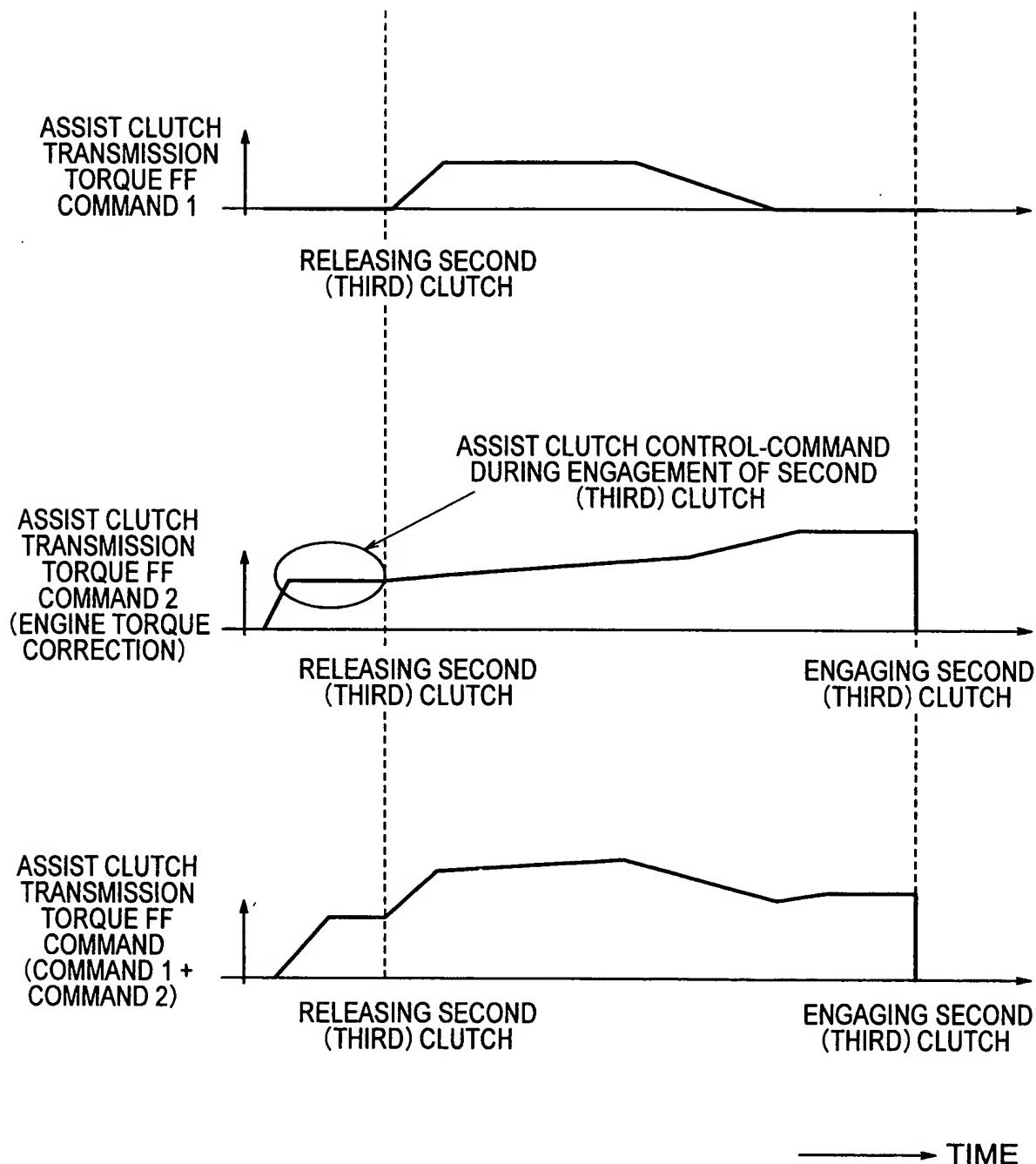
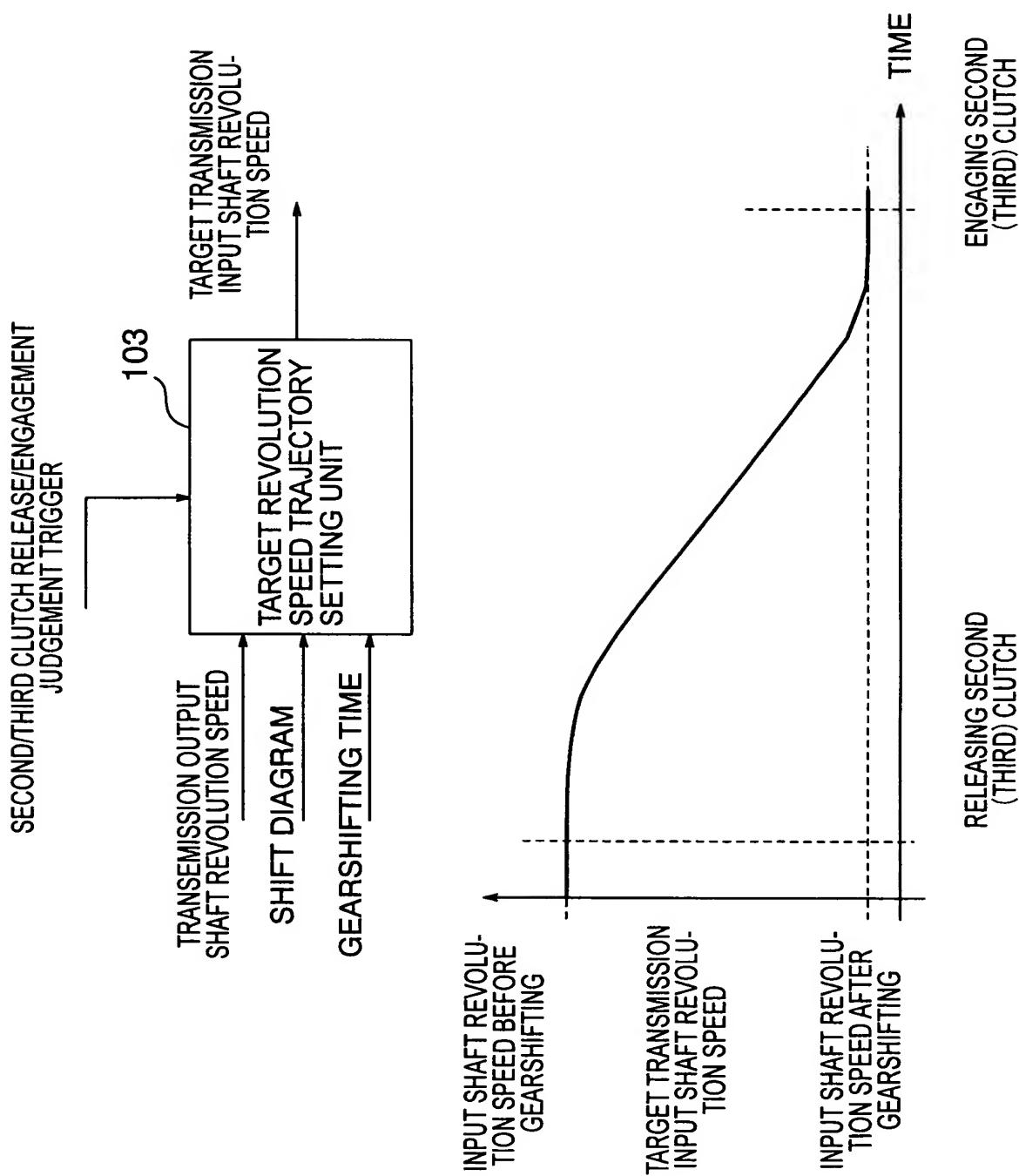
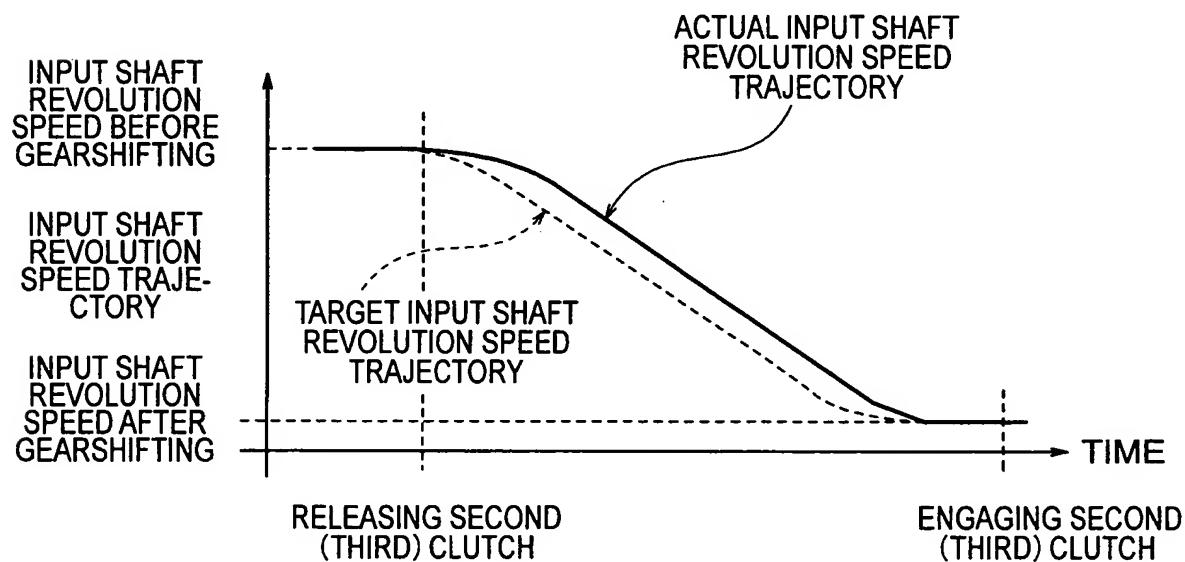
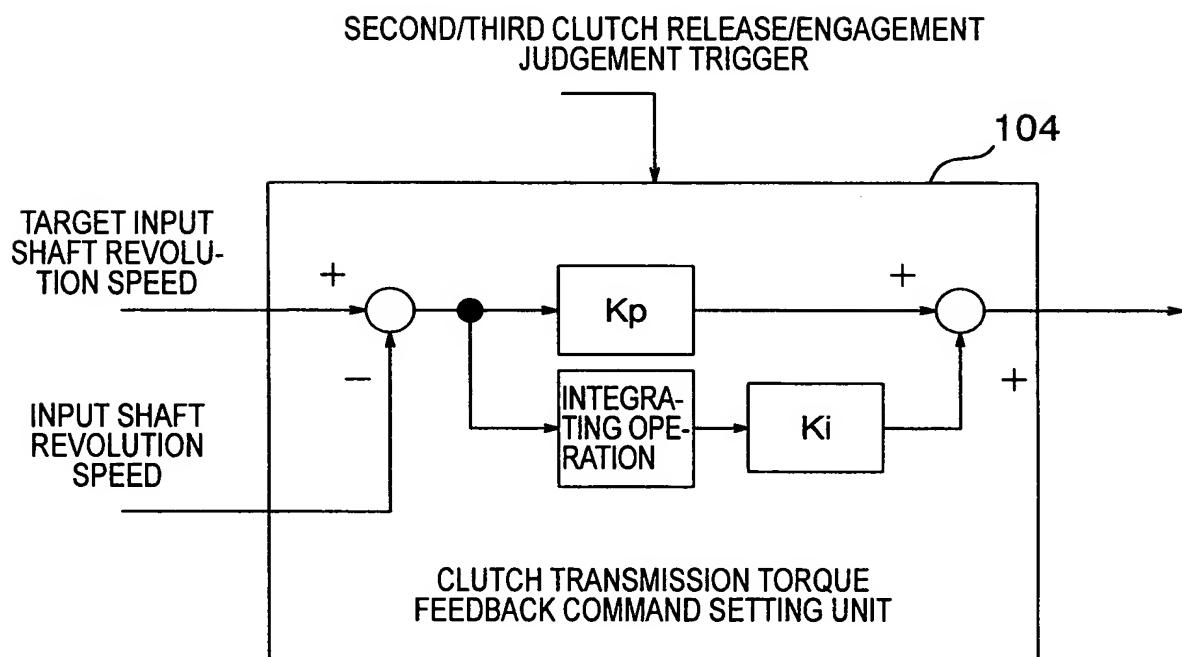


FIG. 7



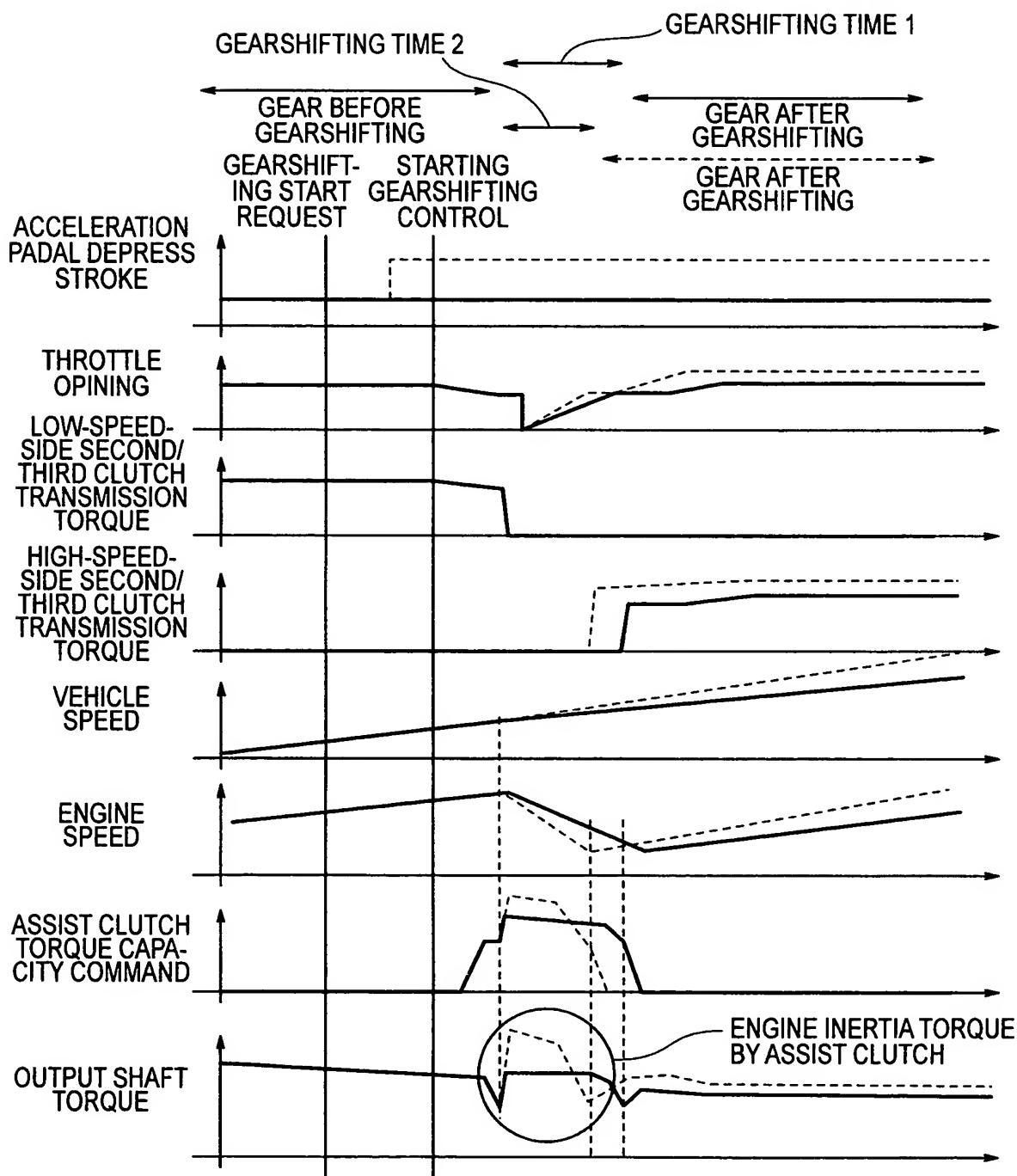
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FIG. 8



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FIG. 9

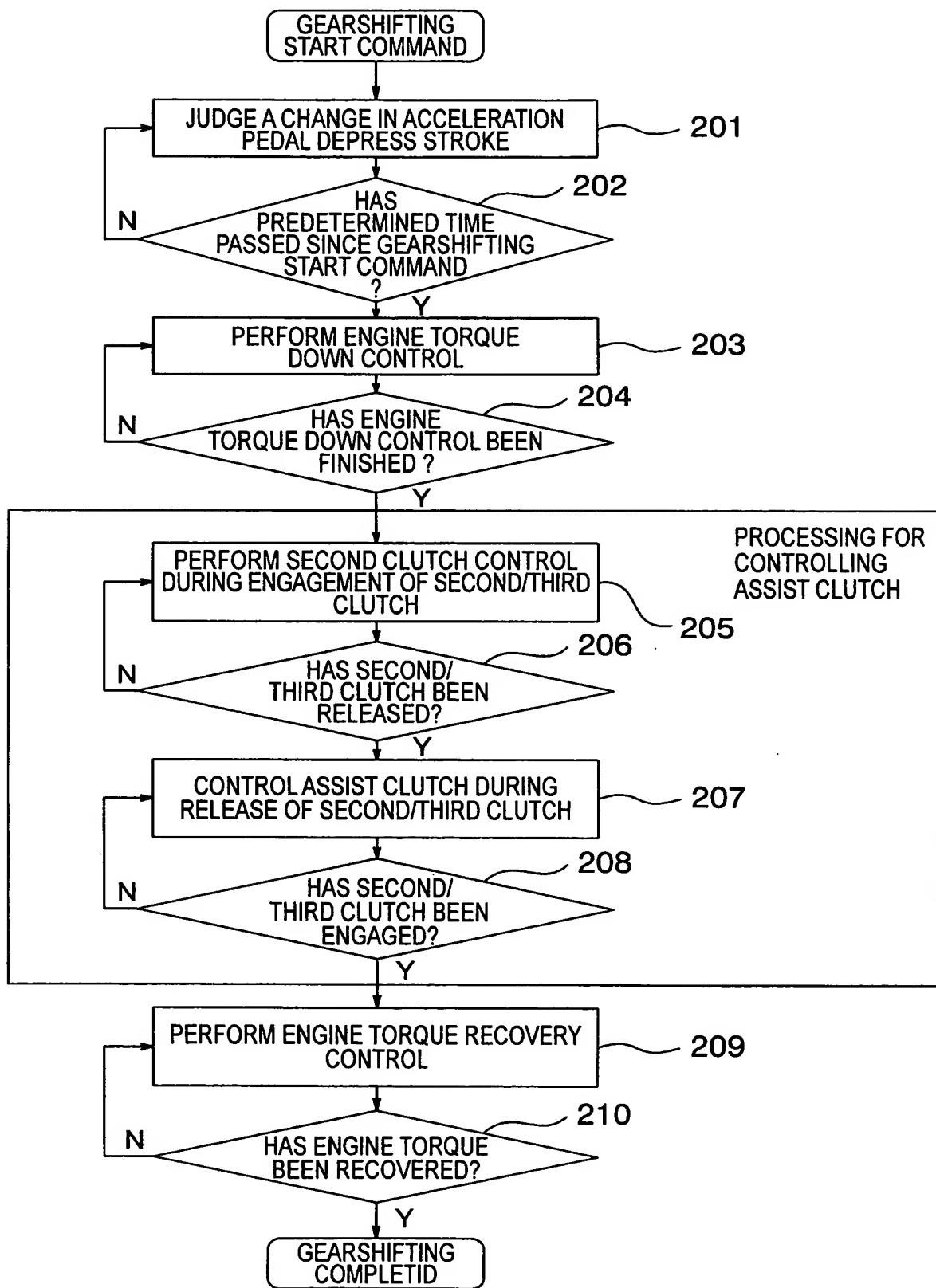


----- : IN THE CASE WHERE IN ACCELERATION REDAL DEPRESS STROKE IS CHANGED DURING THE PERIOD BETWEEN THE GEARSHIFTING START REQUEST AND THE START OF GEARSHIFTING

_____ : IN THE CASE WHERE THERE IS NO CHANGE IN ACCELERATION REDAL DEPRESS STROKE DURING THE PERIOD BETWEEN THE GEARSHIFTING START REQUEST AND THE START OF GEARSHIFTING

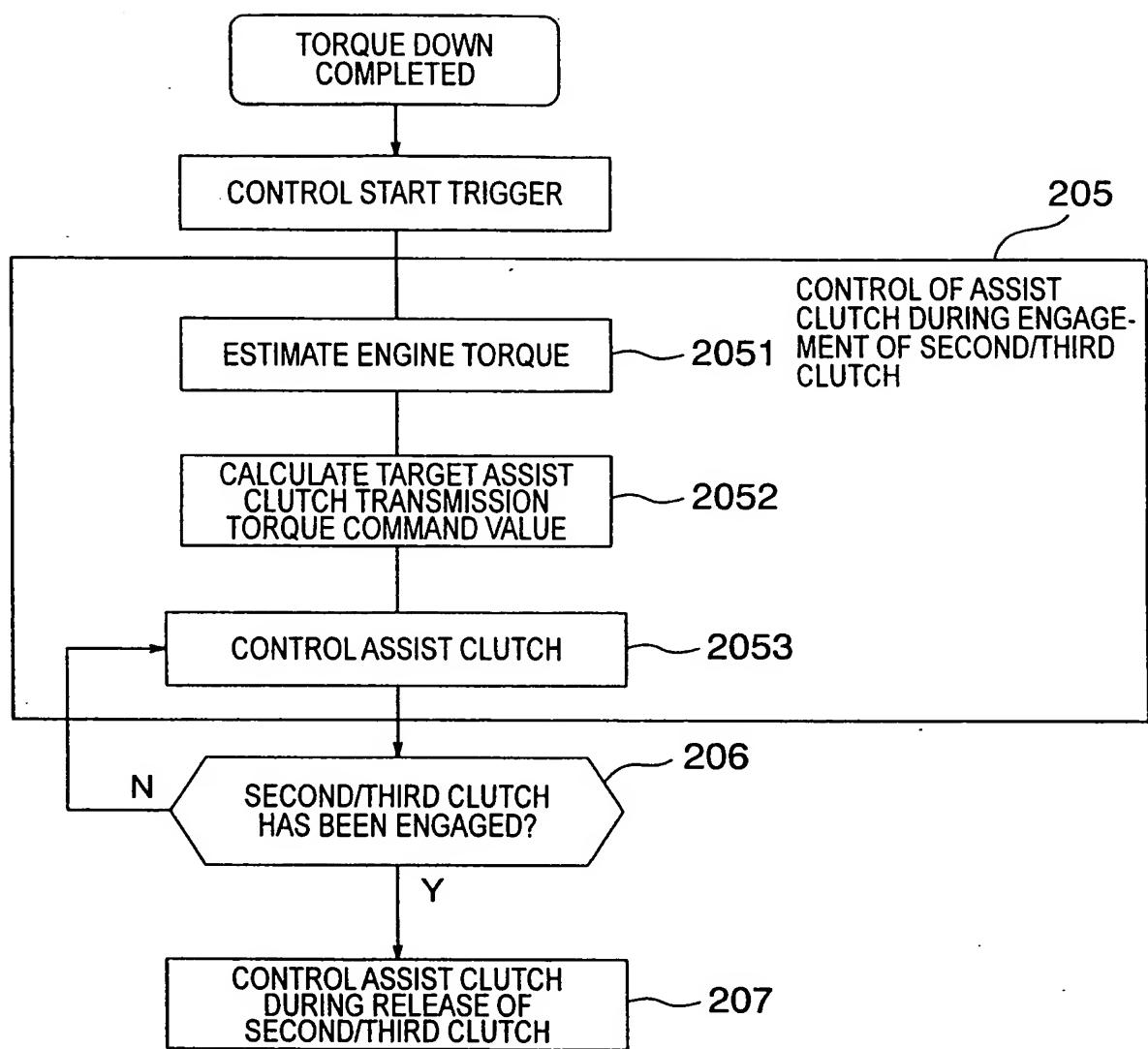
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FIG. 10



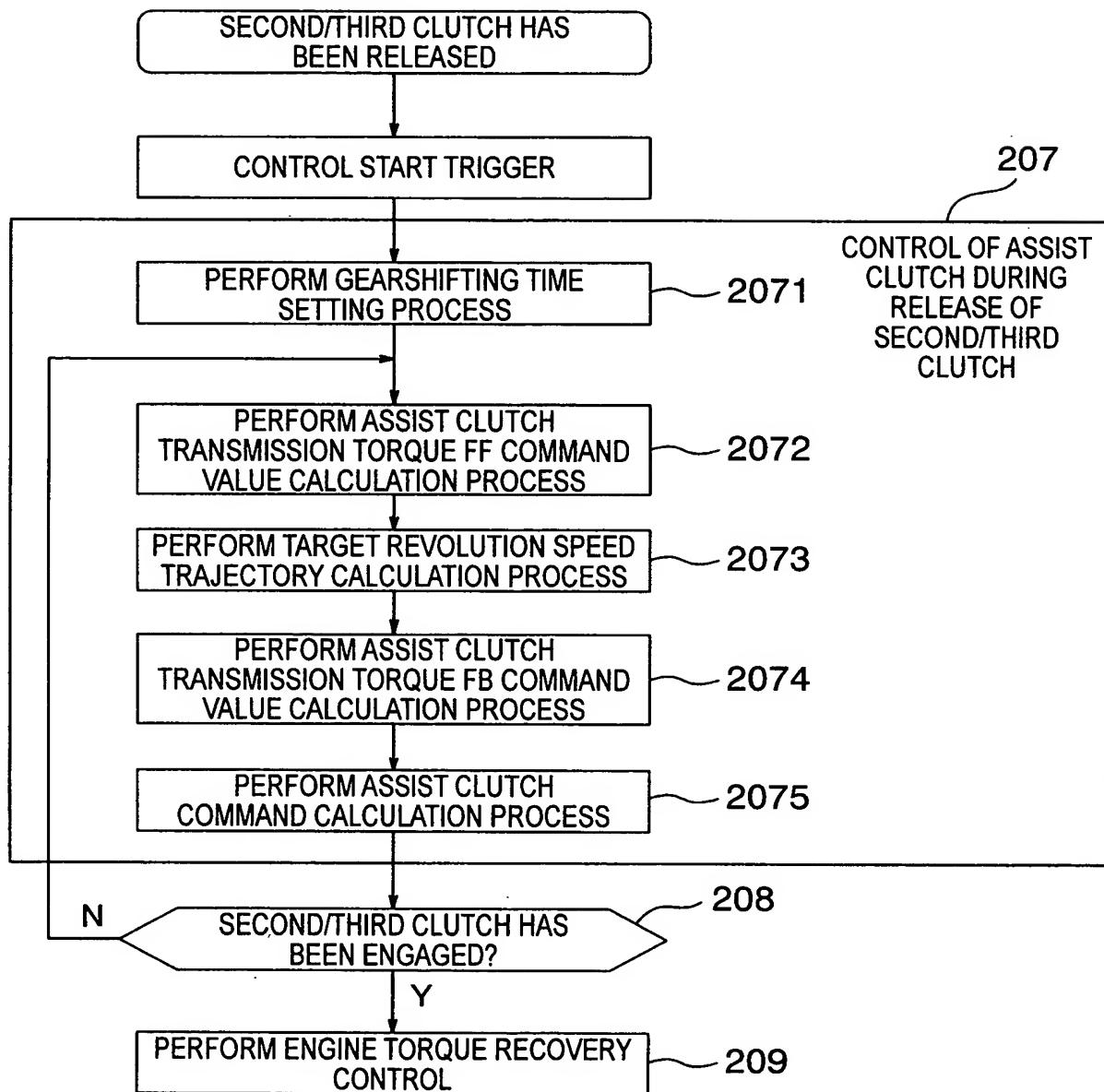
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FIG. 11



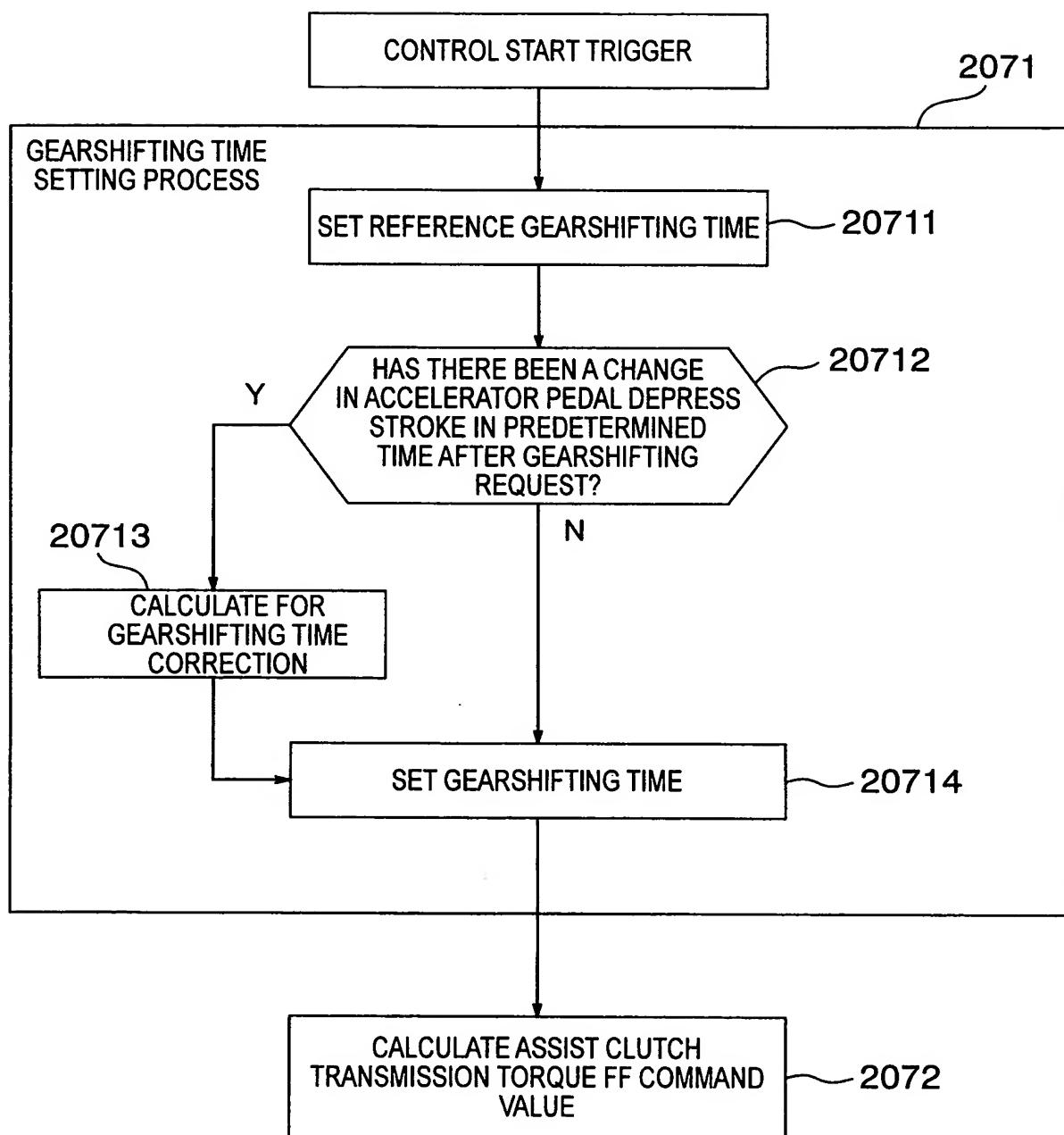
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FIG. 12



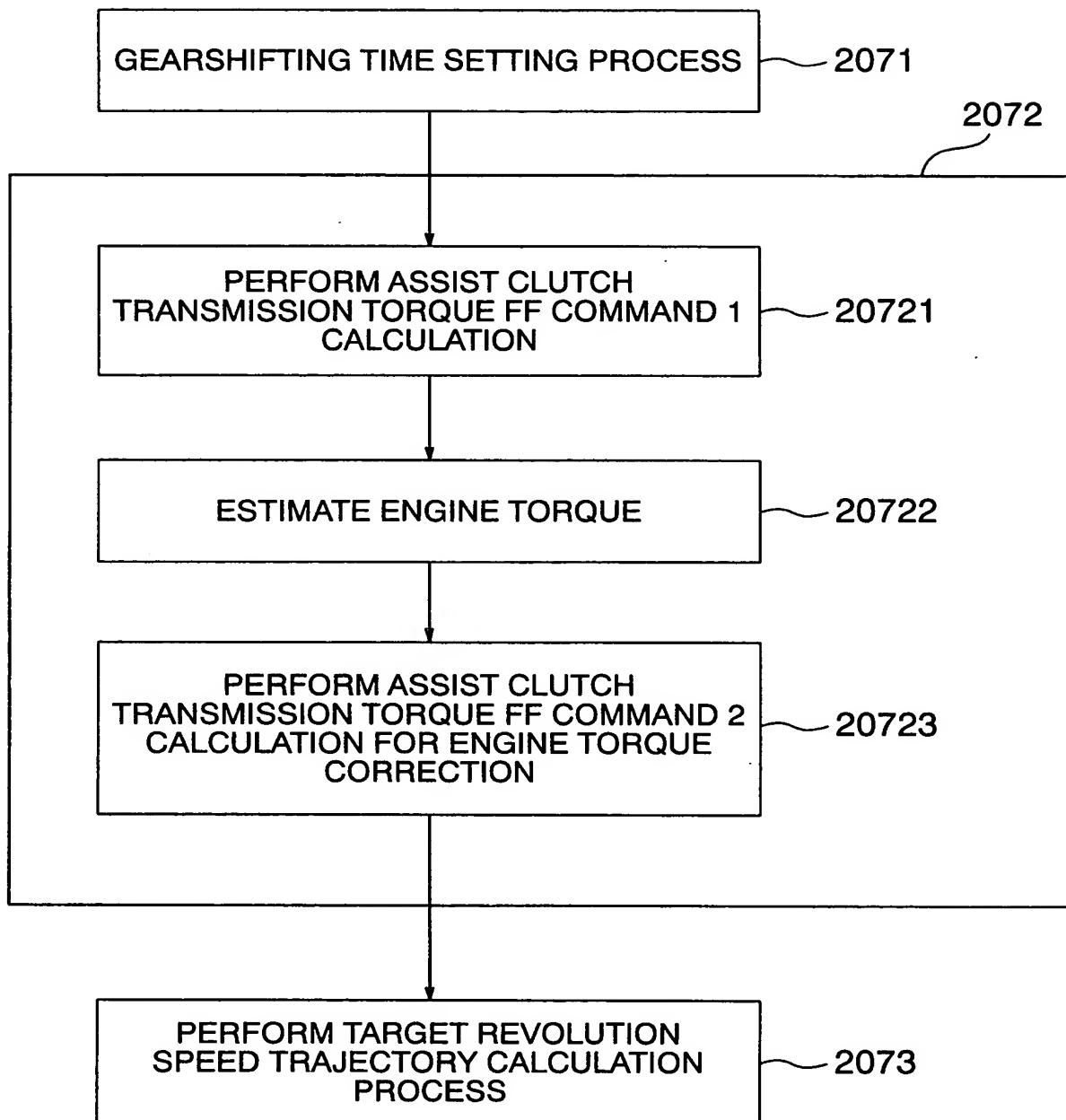
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FIG. 13



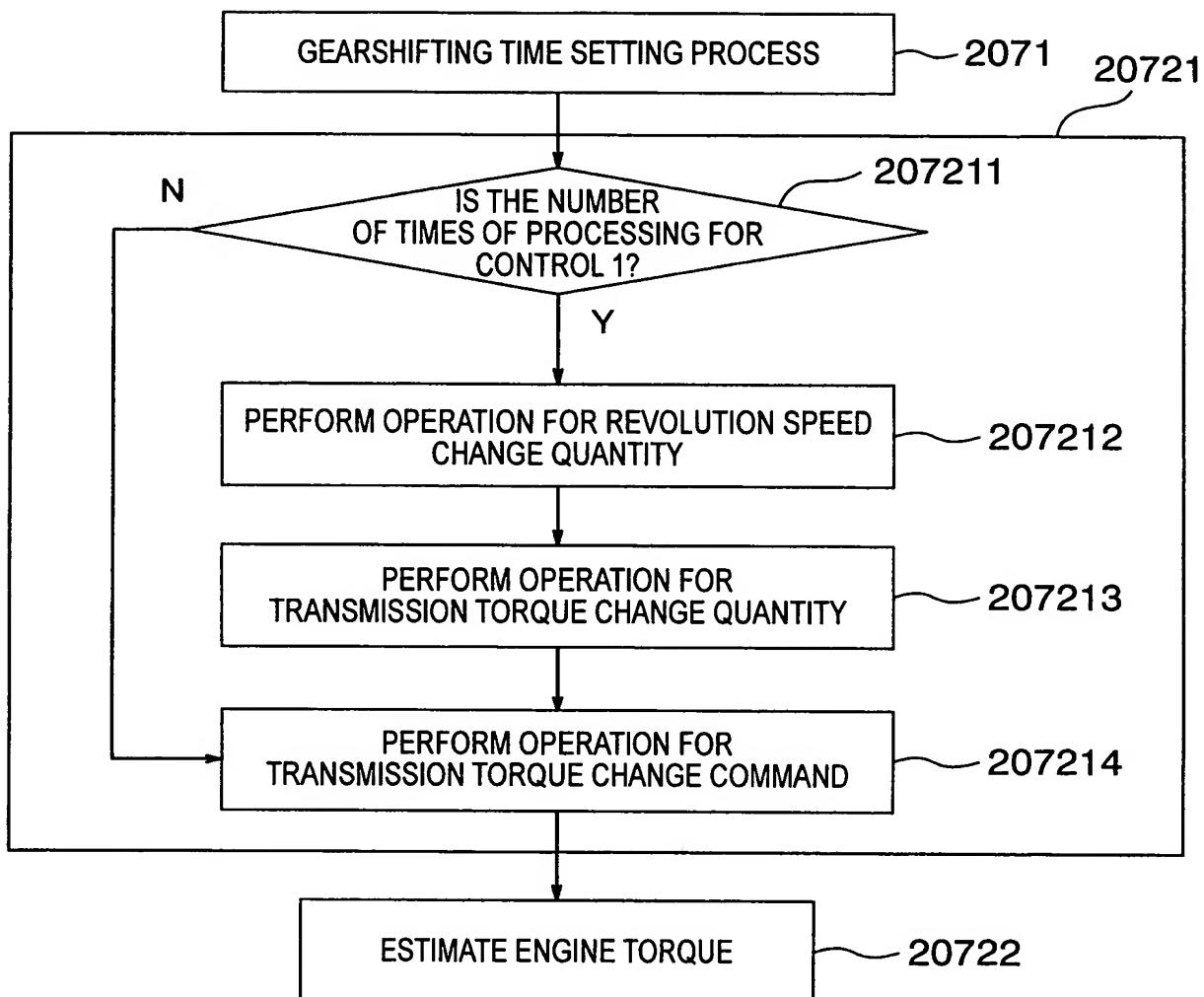
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FIG. 14



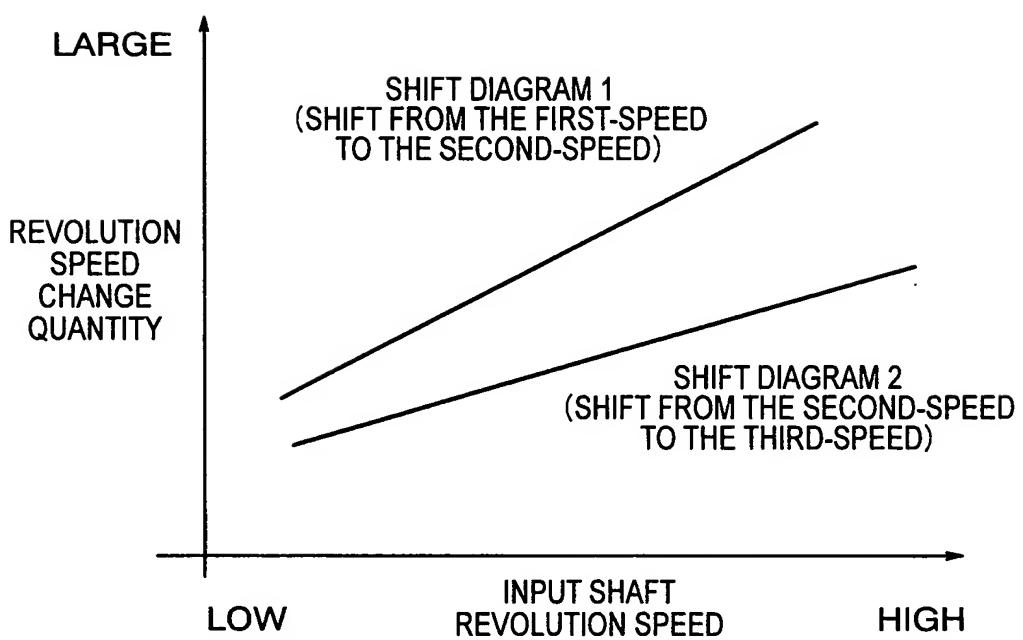
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FIG. 15



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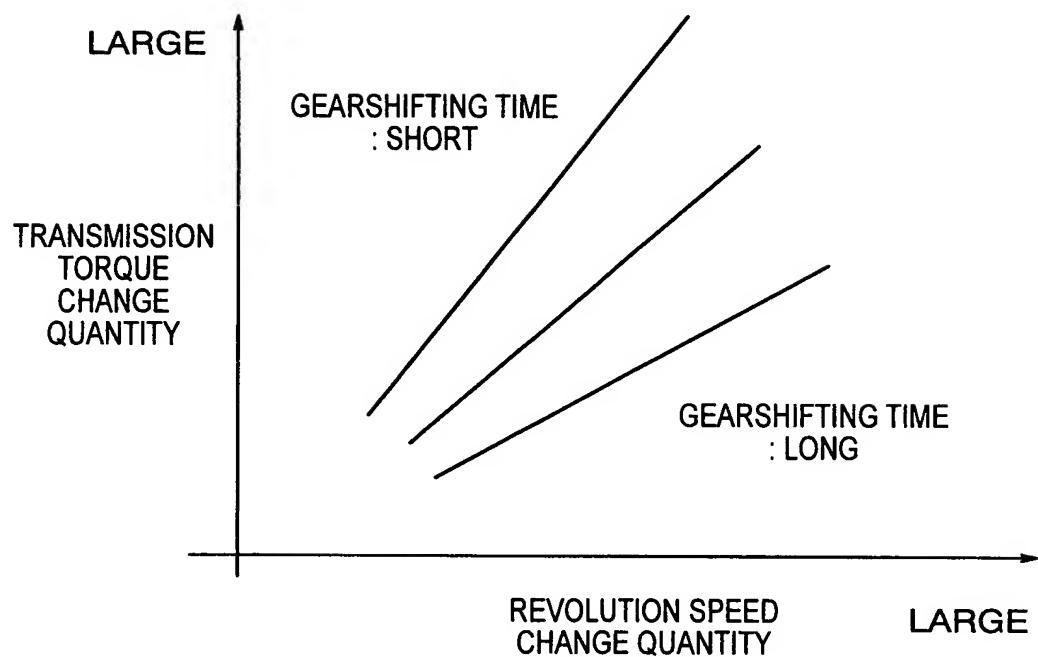
FIG. 16



REVOLUTION SPEED CHANGE QUANTITY=
INPUT SHAFT REVOLUTION SPEED \times (1-GEAR RATIO AFTER
GEASHIFTING/GEAR RATIO BEFORE GEASHIFTING)

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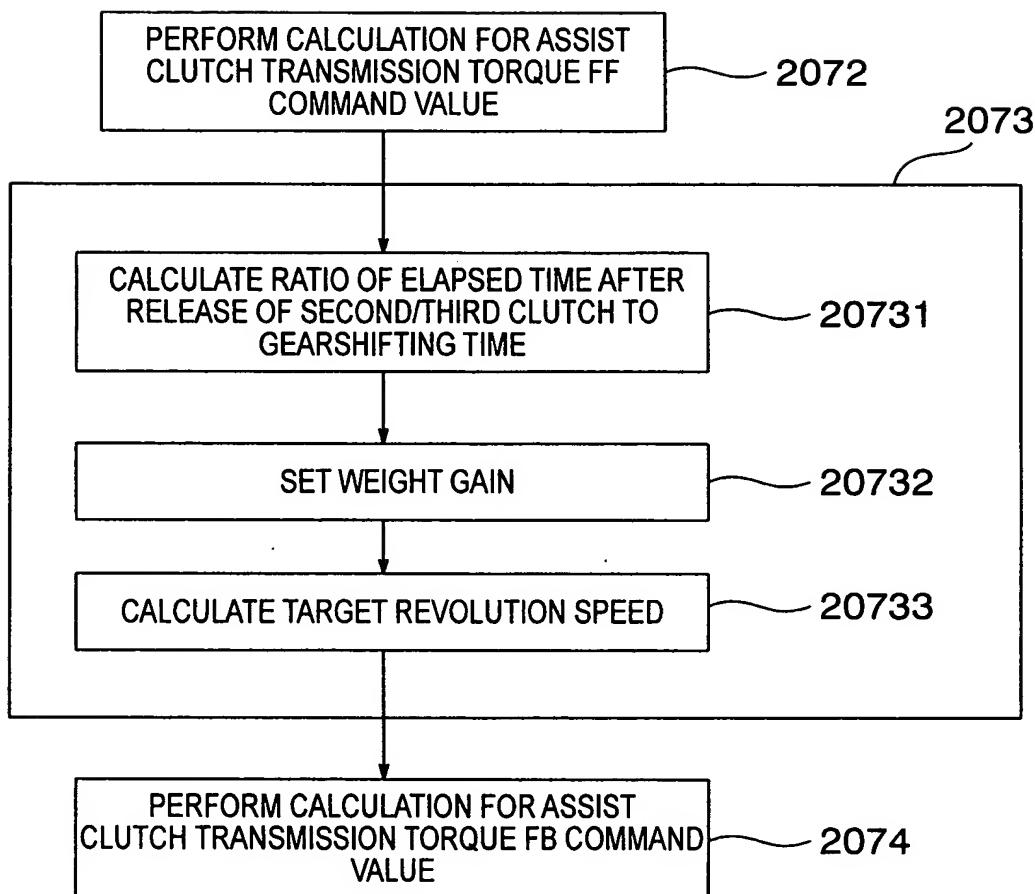
FIG. 17



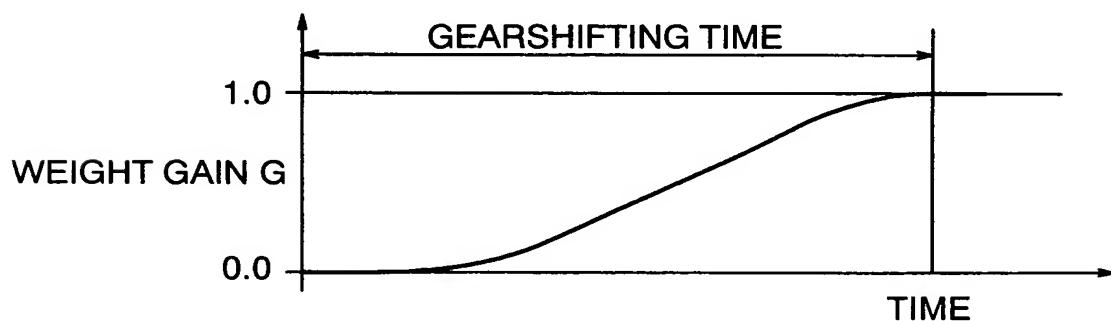
TRANSMISSION TORQUE CHANGE QUANTITY=
INERTIA × SECOND CLUTCH GEAR RATIO ×
REVOLUTION SPEED CHANGE QUANTITY/GEARSHIFTING TIME

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FIG. 18

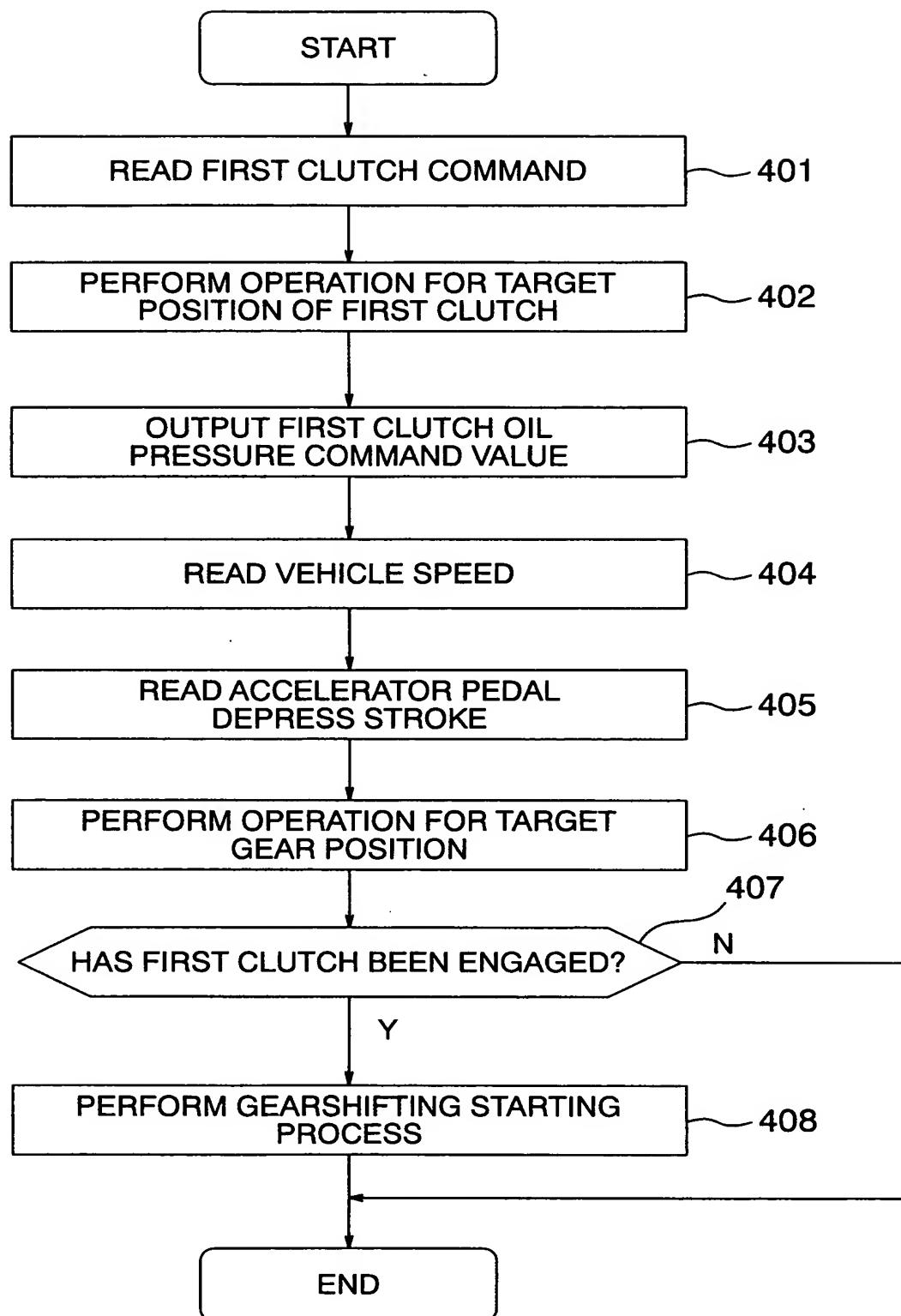


TARGET REVOLUTION SPEED = $\{(1-G) \times \text{GEAR RATIO BEFORE GEARSHIFTING} + G \times \text{GEAR RATIO AFTER GEARSHIFTING}\} \times \text{OUTPUT SHAFT REVOLUTION SPEED}$



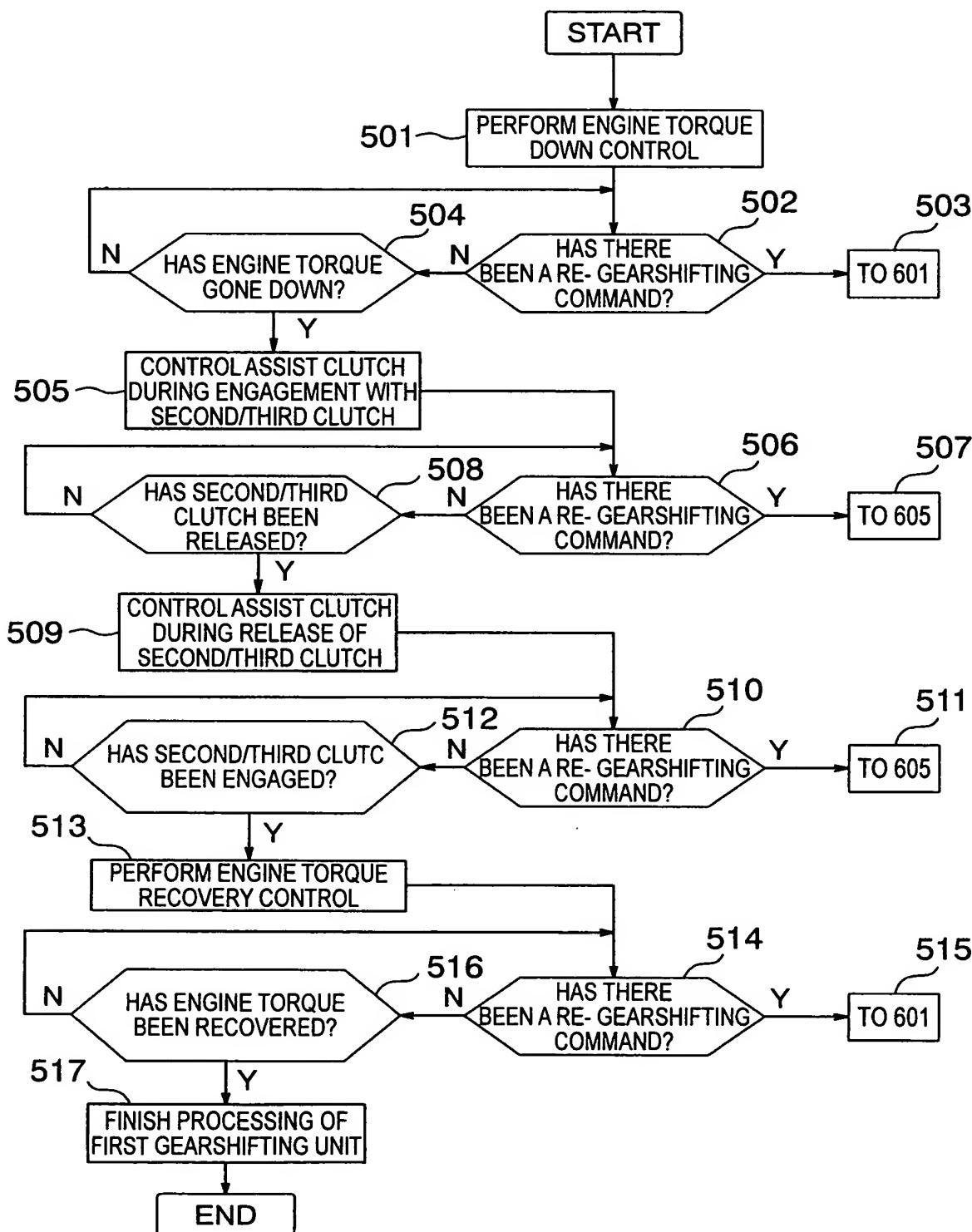
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FIG. 19



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FIG. 20



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FIG. 21

